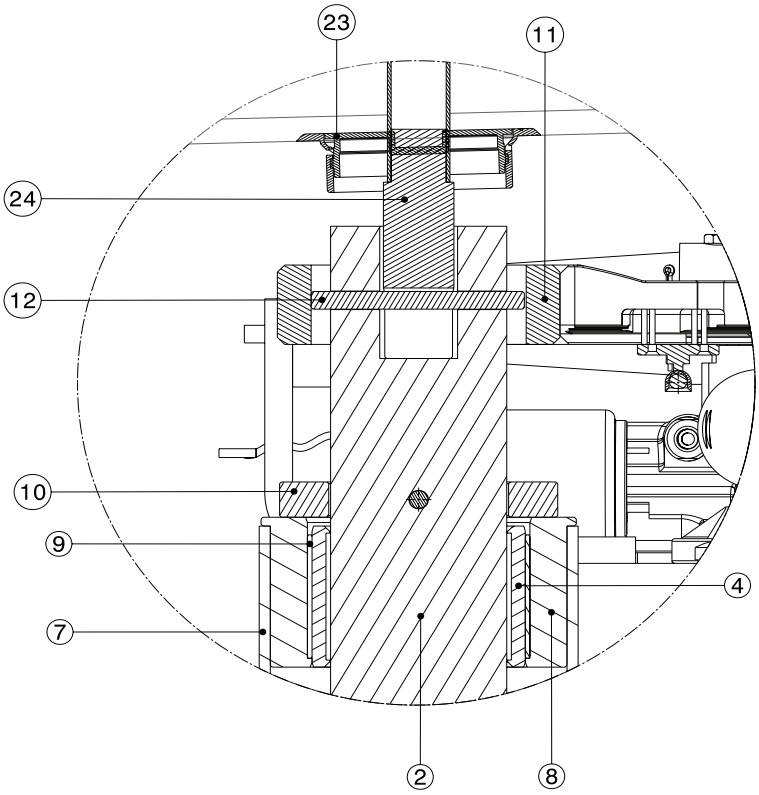
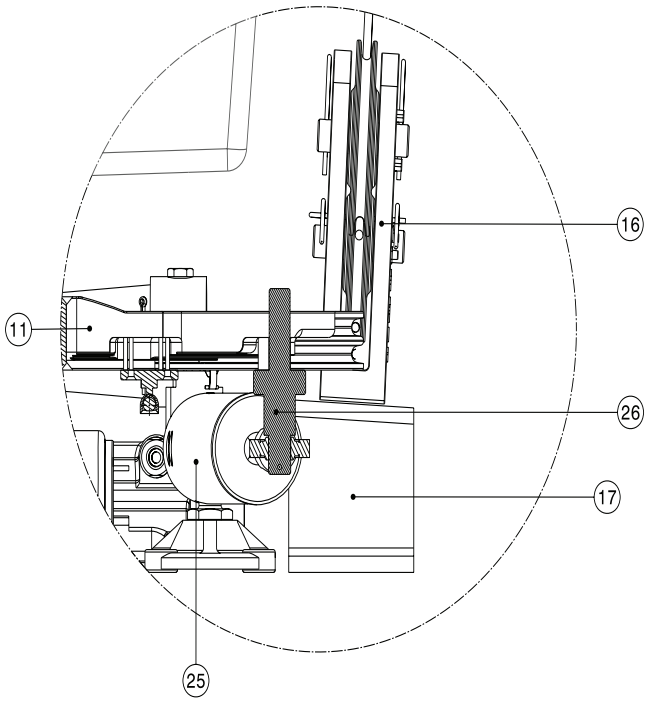
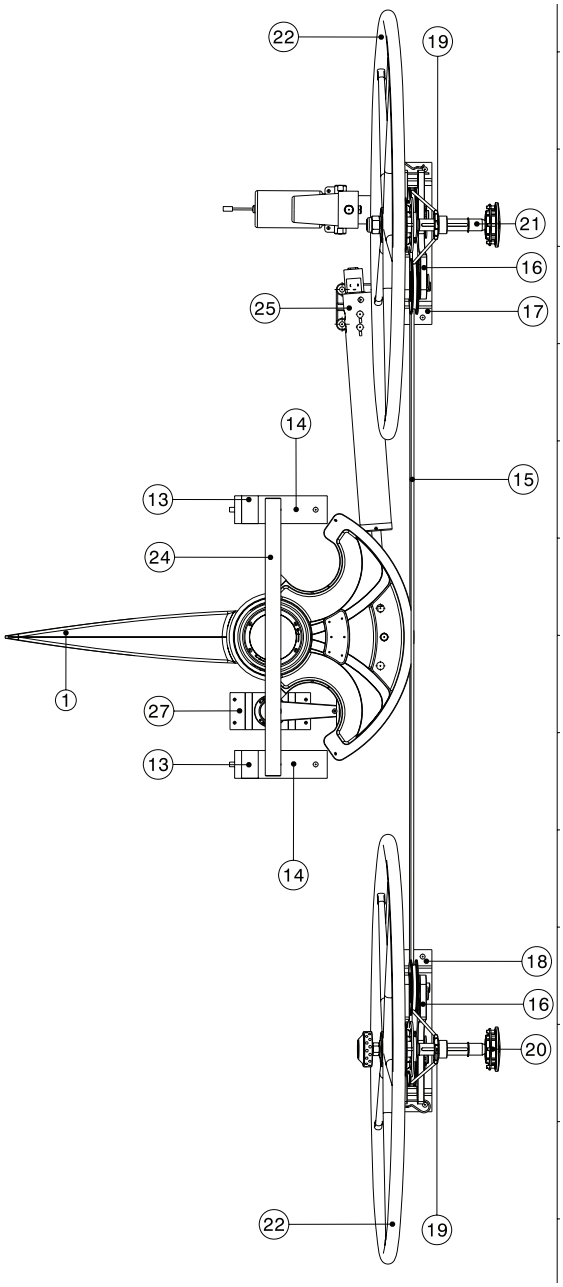
Detail C



Detail D





1. Rudder
2. Rudder stock
3. Stainless steel 160mm diameter fret
4. Stainless steel 115mm diameter fret
6. Balance bush
6. Upper bronze bush
7. Rudder port tube
8. Bearing
9. Lower bronze bush
10. Flange
11. Sector
12. Pin
13. Rubber stop
14. Sector stopper
15. Tiller cable
16. Sheaves box
17. Support sheaves - Port side
18. Support sheaves - Starboard
19. Chains
20. Steering Gear (with: Brake bar)
21. Steering Gear (without: Brake bar)
22. Steering wheel
23. Sector access port
24. Emergency tiller
25. In-line piston
26. Axis cylinder
27. Mount - Tiller angle indicator

ACCESS TO STEERING GEAR

Line
Location:Deckhead - Aft cabin

Sheaves - Ropes
Location:Port cockpit locker/Starboard

STEERING GEAR

MAINTENANCE

- Regularly check:
  - The tension in the steering cables.
  - The tightness of the steering system components.
- Don't tighten the steering cables excessively.
- Lubricate all the elements.

Maintain the nylon, ertalon or teflon bushes with only a suitable lubricant.

Note: Do not hesitate to consult your dealer about system maintenance.

WARNING

- Refer to chapter 2 "Safety"for use of the emergency tiller.

ADVICE - RECOMMENDATION

- The emergency tiller is designed only to be able to continue underway at a reduced speed in case of steering gear failure.

RIGGING AND SAILS

STANDING RIGGING

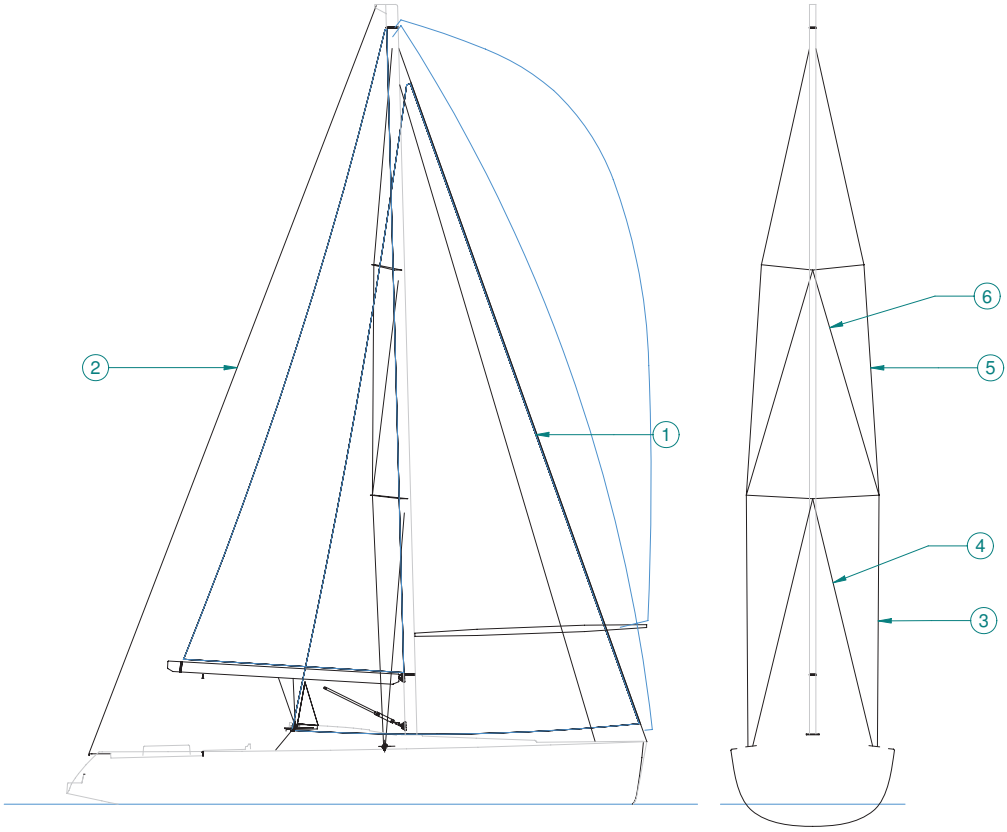
RUNNING RIGGING

WINCHES

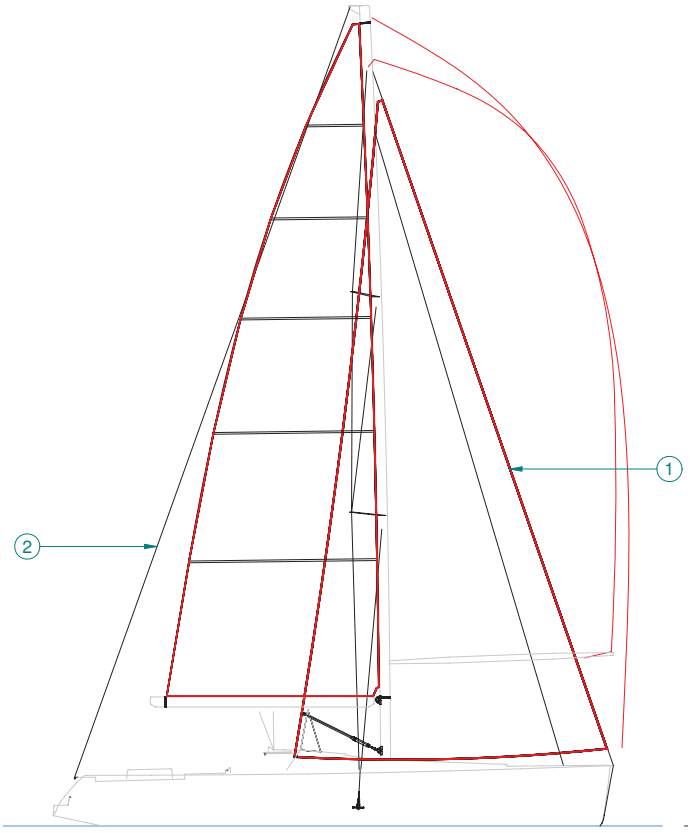
SETTING THE SAILS

SAILS

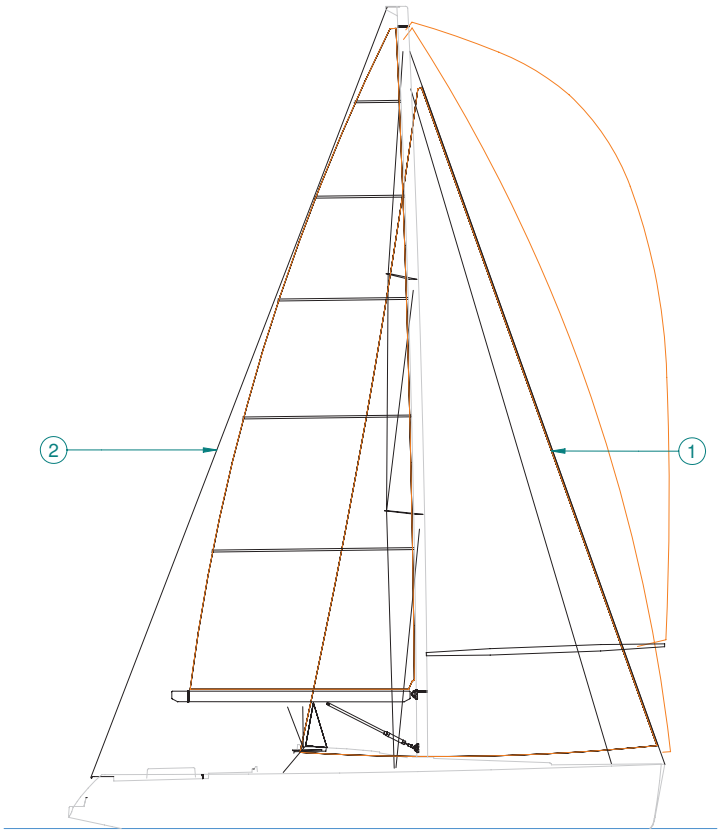
DIAGRAM - SAILS
ROLLER FURLING MAST



MAST PERFORMANCE



CLASSICAL MAST / CHARTER



Reference	Rigging
1	Forestay
2	Backstay
3	V1
4	D1
5	V2D3
6	D2

Hydraulic backstays option:

- Backstay + Bridle: Diameter 10mm.

STANDING RIGGING

Your JEANNEAU dealer was responsible for stepping the mast of your boat.

After masting your vessel and after having sailed for the first time it is necessary to seek the help of a qualified specialist in order to carry out a rigging check.

MAINTENANCE

Before each trip, carefully inspect the mast from top to bottom.

Periodically check the rigging tightening and the lock nut or pin locking (you should check it for the first time after a few days sailing in all types of weather).

DANGER

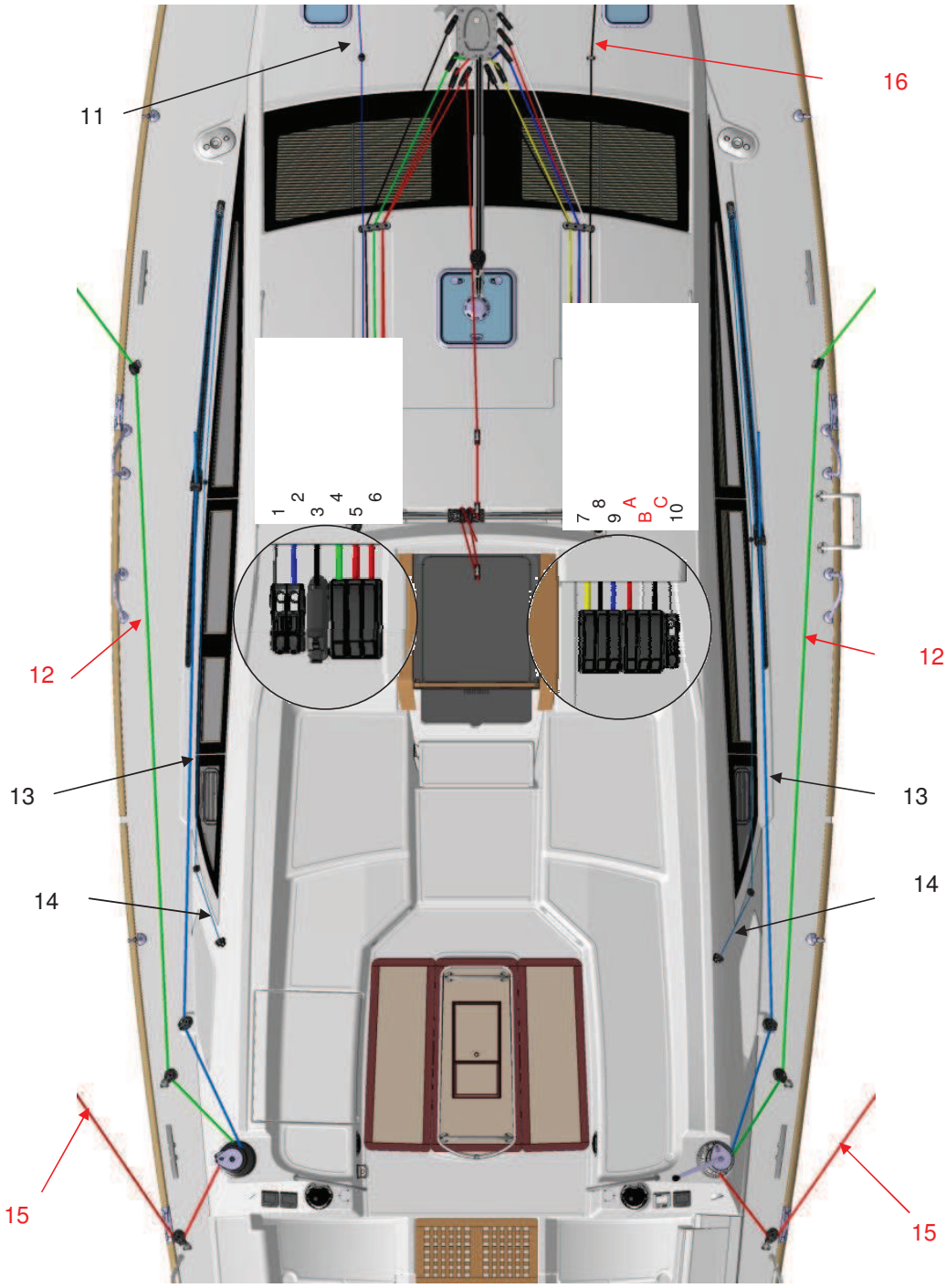
- To hoist a crew member up to the top of the mast, make a bowline with the halyard directly on the bosun's chair ring (never use the halyard snap shackle or shackle).
- Do not hoist a crew member when sailing in heavy weather.

ADVICE - RECOMMENDATION

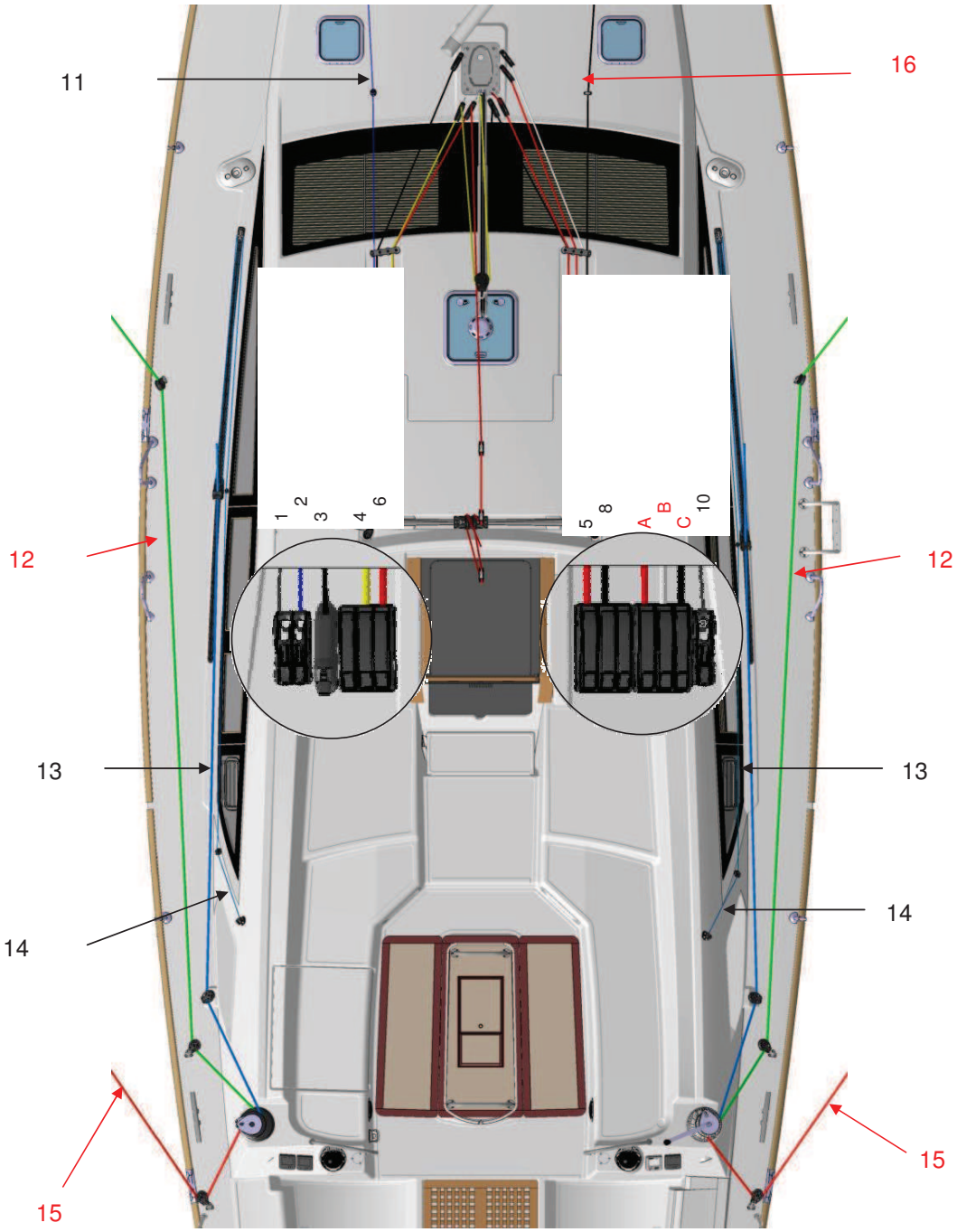
Your dealer JEANNEAU can carry out all maintenance operations or recommend a skilled specialist to do so.

RIGGING DIAGRAM

Version - Classical mast / Performance



Version - Roller furling mast

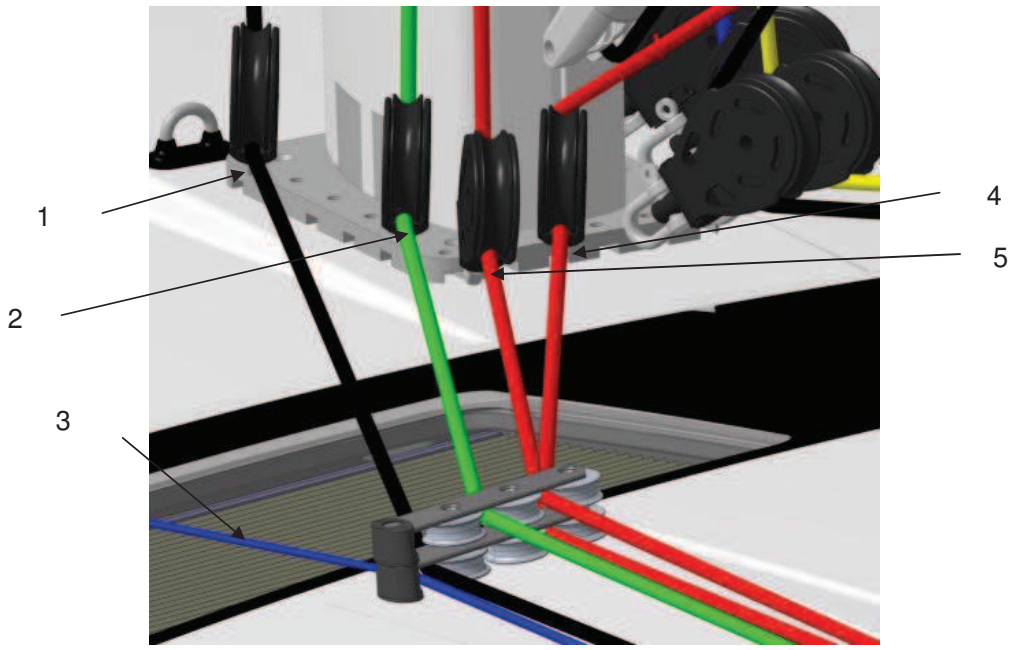


	Designation
1	Mainsail traveller pass rope
2	Genoa furler
3	Main halyard
4	Reef 2 / Mainsail safety block stopper
5	Mainsail foot
6	Mainsail sheet
7	Reef 1
8	Kicking strap
9	Reef 3
10	Mainsail traveller pass rope
A	Spinnaker halyard
B	Boom lift
C	Spinnaker boom downhaul / Asymmetric spinnaker tack
11	Genoa furler line
12	Spinnaker guy
13	Genoa sheet
14	Back and forth Genoa traveller
15	Spinnaker sheet
16	Kicker tackle - Symmetric spi / Asymmetric spinnaker tack

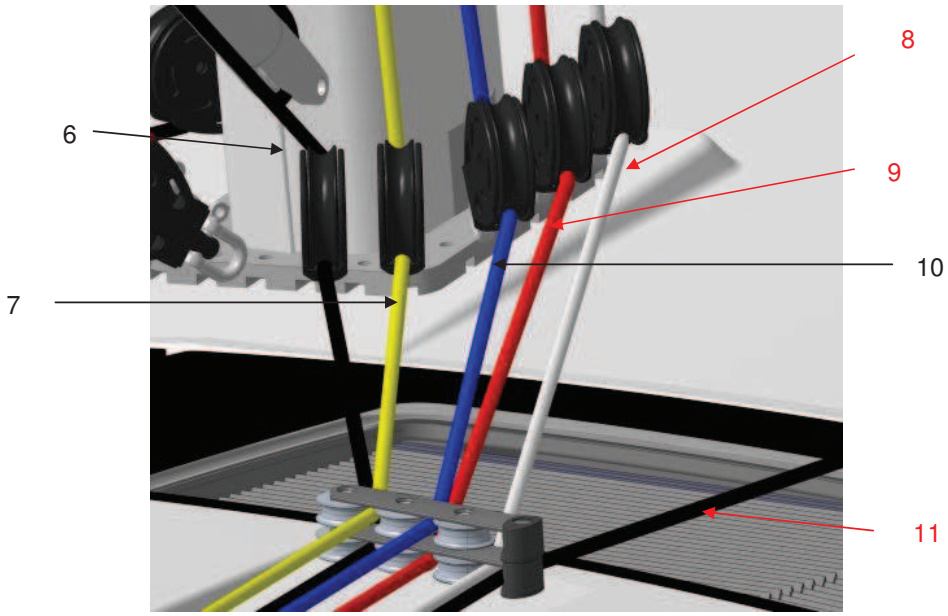
SYSTEM - MAST FOOT

CLASSICAL MAST / MAST PERFORMANCE

Port side

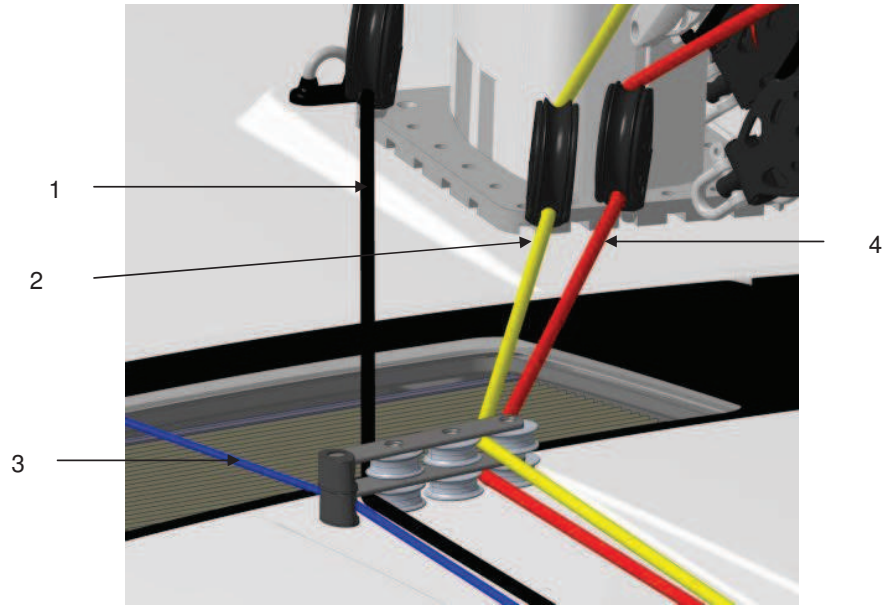


Starboard

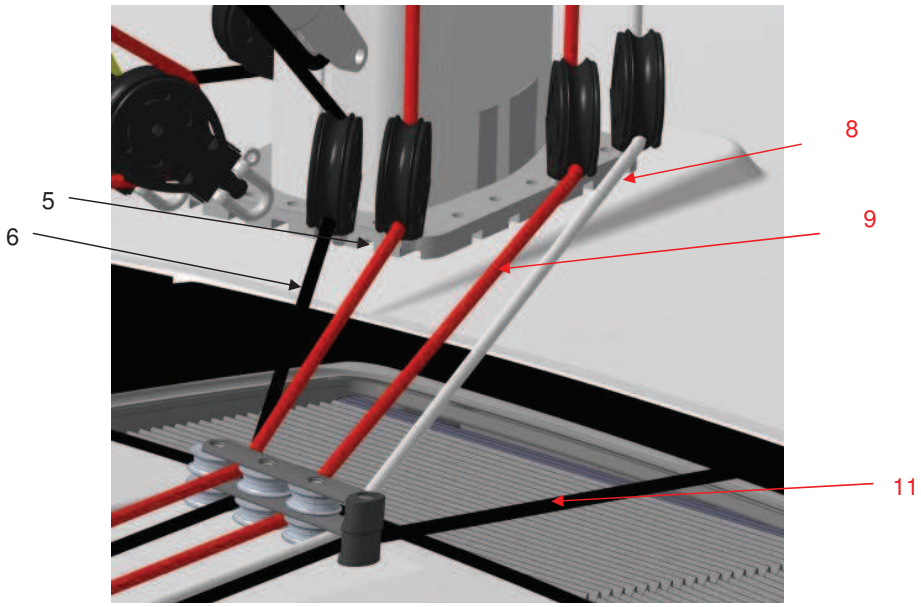


ROLLER FURLING MAST

Port side

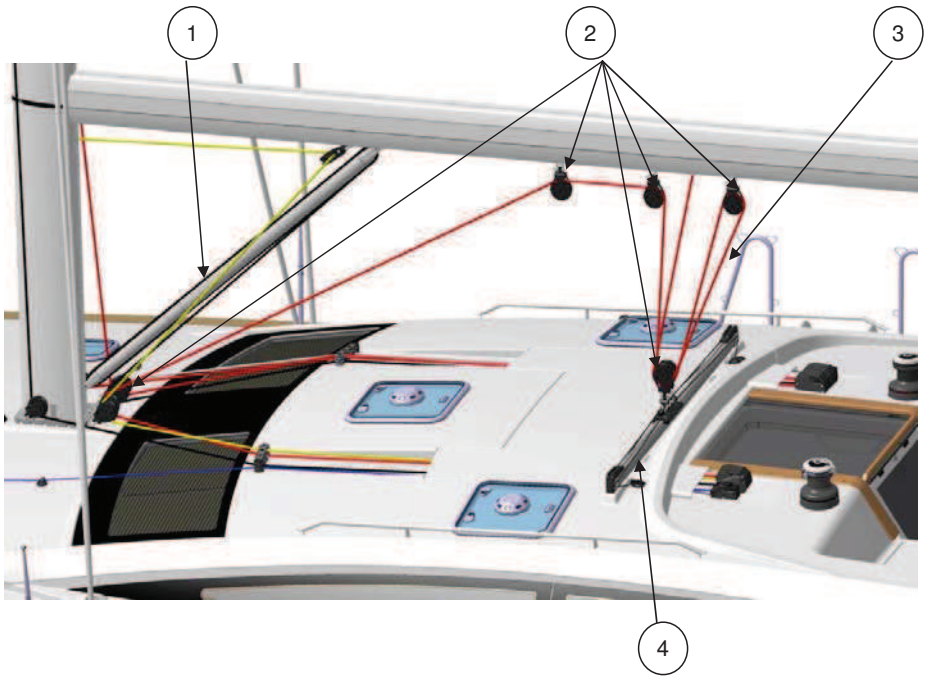


Starboard



	Designation
1	Main halyard
2	Reef 2 / Furling line
3	Genoa furler line
4	Mainsail sheet
5	Mainsail foot
6	Kicking strap
7	Reef 1
8	Boom lift
9	Spinnaker halyard
10	Reef 3
11	Spinnaker boom downhaul / Asymmetric spinnaker tack

SYSTEM - MAINSAIL (CLASSIC)

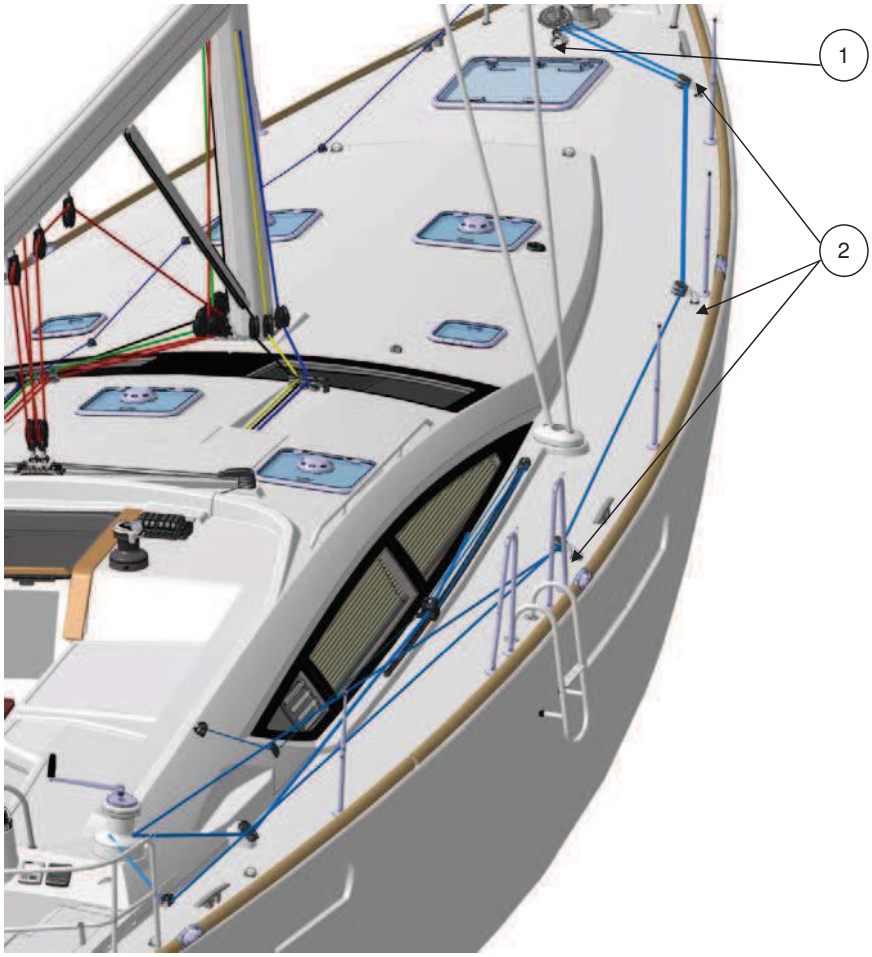


	Designation
1	Kicking strap - 12 mm diameter - Length 14 mm
2	Single pulley 75 mm
3	Mainsail sheet - 12 mm diameter - Length 25 mm
4	Mainsail traveller pass rope - 8 mm diameter - Length 8 mm

SYSTEM - GENOA

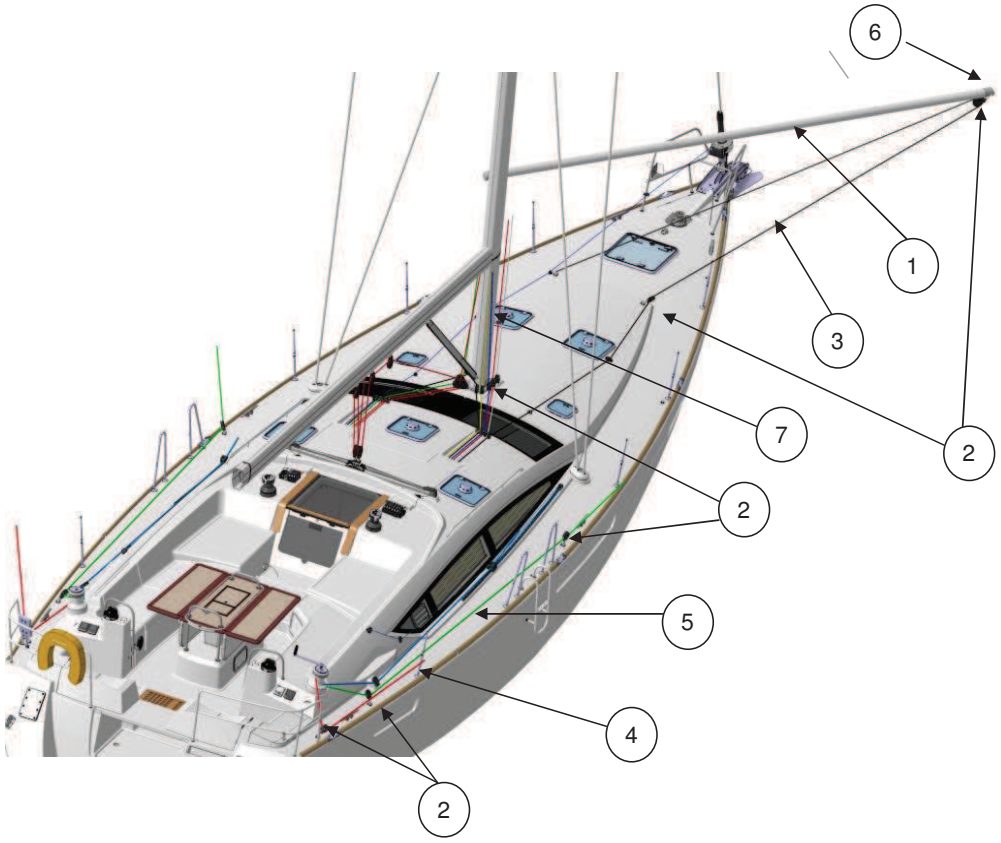
	Designation
1	Genoa sheet - 12 mm diameter - Length 22 mm
2	Back and forth Genoa traveller - 8 mm diameter - Length 12 mm

SYSTEM - STAYSAIL TAKE-UP DRUM



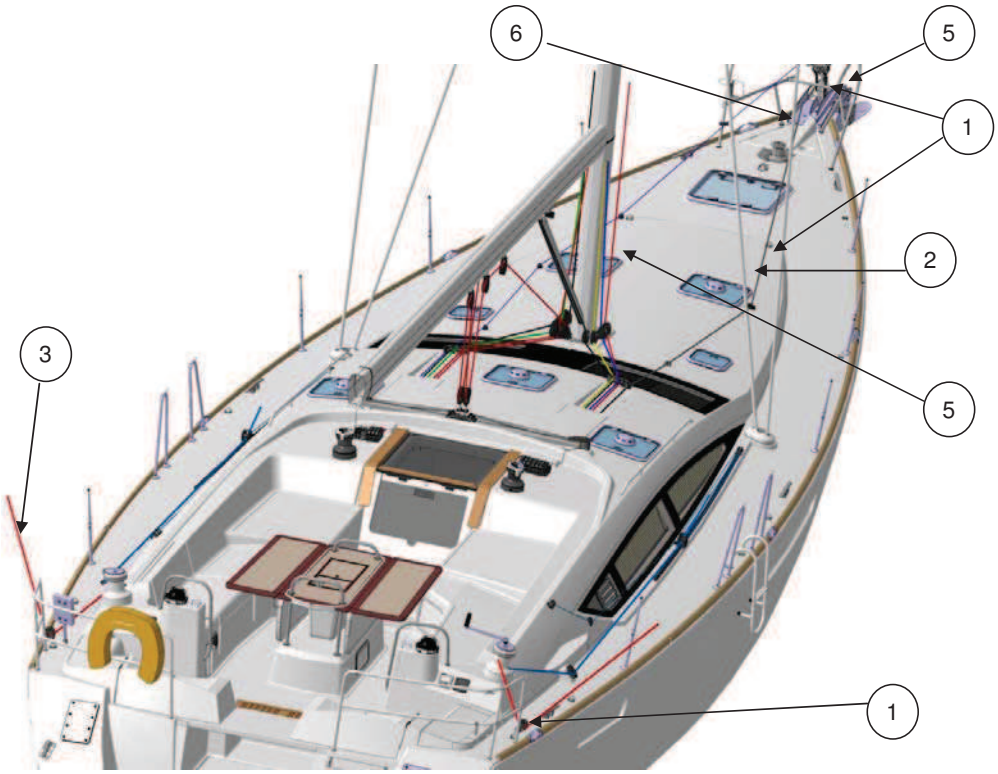
	Designation
1	Swivel plates - 10 mm diameter
2	Swivel plates - 6 mm diameter

SYSTEM - SYMMETRIC SPI



	Designation
1	Boom aluminium
2	Single pulley - 75 mm diameter
3	Spinnaker boom downhaul - 12 mm diameter - Length 20 m
4	Spinnaker sheet - 12 mm diameter - Length 32 m
5	Spinnaker guy - 12 mm diameter - Length 32 m
6	Boom lift - 10 mm diameter - Length 40 m
7	Spinnaker halyard - 12 mm diameter - Length 48 m

SYSTEM - ASYMMETRICAL SPINNAKER



	Designation
1	Single pulley - 75 mm diameter
2	Spinnaker tack - 12 mm diameter - Length 15 m
3	Spinnaker sheet - 12 mm diameter - Length 32 m
4	Spinnaker halyard - 12 mm diameter - Length 48 m
5	Bobstay
6	Nut

RUNNING RIGGING

MAINTENANCE

Change any distorted or dented sheave. Inspect the pins of the sheaves at the top of the mast once a year.

Lightly grease the sheave pins.

Regularly check the condition of the jam cleat jaws.

Inspect the halyards for wear and condition.

Regularly clean the pulleys off (old grease, traces of rust) with clear water.

Slightly lubricate the block pins.

Avoid aggressive gybing in order to reduce premature wear on the sheets, attachment points and the gooseneck.

WINCHES

OPERATION

Avoid rope jamming during winch handling. Do not leave loose ropes on the winches but make them fast on cleats (except on the ''Self Tailing'' winches).

SETTING THE SAILS

CLASSICAL MAINSAIL

With the mainsail being on the deck:

- Screw the pins of the mast sliders for battens into their boxes.
- Slide in the battens through the leech.
- Screw the box cap until you get the required tension (the tightening screw shall not project beyond the sail).
- Do not forget the small locking screw.
- Put the mainsail into the lazy-bag.
- Set the boom ring in velcro about level with the clew.
- Fit the mainsail onto its slides, begin with the headboard and finish with the tack.

WARNING

-Refer to the manufacturer's instructions to remove the winches and put them back.

Improper refitting may result in accidents (e.g. kick of the crank handle).

FURLING MAINSAIL

- Remove the hatch giving access to the furling mechanism.
- Spread out the sail on the deck.
- Fasten the head (strap) to the shackle of the upper swivel. Pay attention to the winding direction.
- Insert the foot adjustment line into the clew block.
- Slowly hoist the sail. Guide the bolt rope (sometimes the groove leading edges may be insufficiently smoothed off).
- When the sail is up, tack it to the lower shackle.
- Gently sweat up the halyard.
- Refit the hatch.
- Furl the sail facing the wind and keeping a very slight tension on the foot. The mainsail downhaul and sheet shall be eased off.

ADVICE - RECOMMENDATION

- Carry out the complete maintenance of the winches regularly (before and during the sailing season).
- Rinse the winches off regularly during the season.

FURLING GENOA

- Secure the head and halyard to the swivel. Secure the tack to the drum and sheets.
- Insert the bolt rope into the hole and hoist it and take care that you do not tear it.
- Have the halyard taut enough but hoist less taut than a sail on a normal stay. Hoist it until the horizontal creases disappear (Adjust the tension of the luff after a few sea trips).
- Pull on the line from the cockpit to furl the genoa.
- Before getting under way take advantage of a windless period of time and hoist the genoa.
- Hand pre-roll the drum to set the furling line on it.

Pay attention to the drum winding direction: The sacrificial strip of the genoa shall be wrapped outside.

Never force it in case it seizes when you furl or unfurl the head sails. Make sure that no ropes are caught in the furler.

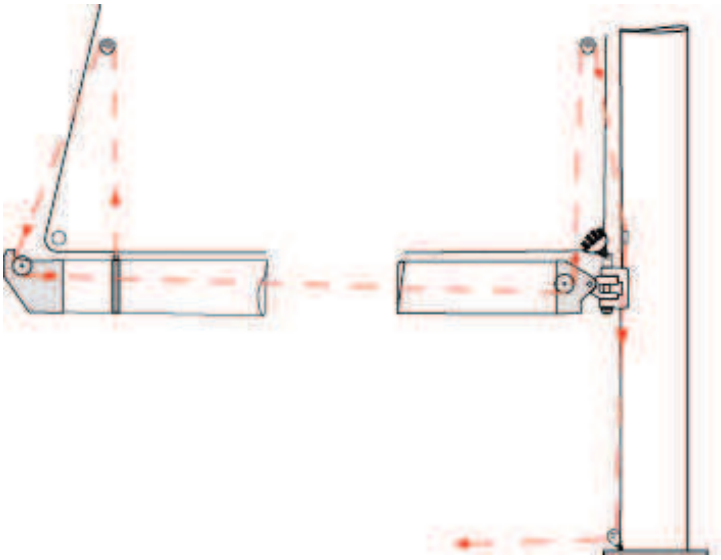
LAZY-BAG: FITTING

- Spread out the lazy-bag on the deck.
- Slide the battens in and close the batten pockets.
- Hank on the lazy-bag until you have the front part about level with the gooseneck.
- Fasten the lazy-bag to the tack with the strap provided.
- Stretch the lazy-bag from the back before you fasten the lazy-jacks.
- Put the mainsail into the lazy-bag.

ADVICE - RECOMMENDATION

- When you are not sailing, slacken the genoa halyard.
- Install the lazy-bag before the mainsail.
- When the sail is unfurled, adjust the halyard tightness.
- Too much tightness may cause furling problems.
- After taking in a reef for the first time mark the halyard position at the clutch (marker pen or light stitched label)in order to be able to let out the sheet with precision in subsequent manoeuvres.

Automatic in-mast reefing block diagram



Passage - Reef Detail

ADVICE - RECOMMENDATION

- At the end of the sailing season, and if possible before winter, leave your sails to a specialist to have efficient maintenance and repairs.

SAILS

The working life of a sail mainly depends on its being regularly maintained.

When sailing, trim the sails properly in accordance with the stresses in order to reduce the harmful strains on the fabric.

Avoid wear and tear: Use protective items against chafing on the the accessories with rough surfaces (protective items for spreaders, stanchions etc.).

Have a sail maker's kit and a user's manual so that you may carry out the emergency repairs waiting for the sailmaker's assistance.

AUTOMATIC REEFING SYSTEM

When you reef down automatically, the mainsail halyard shall not be too loose, otherwise the reefing blocks take up improper positions.

The diagram shows the path of the automatic reef line and does not indicate the standard take system.

SHORTENING THE STANDARD MAINSAIL

To shorten sail:

- Head into the wind.
- Slacken off the kick strap.
- Slightly slacken the mainsail sheet.
- Slightly slacken the mainsail halyard.
- Take in the reef line.
- Take up the slack in the mainsail halyard.
- Reset the mainsail sheet.
- Take up the kick strap slack if necessary.

SHORTENING THE FURLING MAINSAIL

To reduce the surface area of the mainsail:

- Gradually take in the mainsail furling line while letting out the foot tack line (keep the boom perpendicular to the mast).

CLEANING AND MAINTENANCE

Rinse the sails with fresh water from time to time and dry quickly in order to avoid mildew.

Avoid drying the sails to windward when on the mast (when the sails lift, the seams are worn, the sails may be torn by the rigging).

HAULING DOWN THE STANDARD MAINSAIL

To haul down the mainsail:

- Haul up.
- Slacken off the kick strap.
- Take up the slack in the Lazy bag ropes.
- Slacken off the mainsail halyard while taking up the reef lines to control the mainsail descent.
- Fold the mainsail into its lazy-bag.
- Take up the mainsail sheet to immobilise the boom.
- Immobilise the mainsail halyard.

SAIL STORAGE/FOLDING

Avoid storing a wet sail to prevent the appearance of mould and mildew.

Flake the sail parallel to the foot, then roll it up to the bag dimensions.

PROTECTION

UV rays are harmful to polyester and nylon. If the sails remain on the mast, even for 24 h, protect them with a cover or a protection fabric placed on the leech and foot of the furled sails.

Our distributor network offers you accessories that have been selected by the yard and are consistent with your needs.

INTERIOR

INTRODUCTION

INTERIOR MAINTENANCE

MAINTENANCE OF FABRICS

INTERIOR

1 AFT cabin / 2 forward cabins

2 Aft cabins / 1 forward cabin

2 Aft cabins / 2 forward cabins

3 Aft cabins / 2 forward cabins

INTERIOR MAINTENANCE

INTERIOR

- Take advantage of the fine weather to take the settee and berth cushions out.
- Put the cushions vertically if you leave the boat for long.
- Use blinds to protect the inside of the boat against UV rays.
- Carefully remove all crumbs.
- Make sure the bilges are clean and dry.
- When the vessel is left for long periods, install a de-humidifier in the saloon making sure that all interconnecting doors are left open (bathroom, cabin and saloon)along with the cupboard and icebox doors.
- Defrost the fridge regularly / Cool boxes.

INSIDE VARNISH

- Rinse the inside varnish with fresh water mixed with spot remover and shampoo.
- Polish the interior varnishing with a chamois leather.

MAINTENANCE OF FABRICS

STAIN REMOVAL

- Dab with a clean rag.
- Remove the stain with a solvent poured onto a clean rag. Never pour the solvent directly over the stain.
- Rub with a clean and dry rag.
- Brush the fabric against the grain.
- Use the vacuum cleaner when the fabric is dry.

PVC OR COATED FABRICS

- Use a sponge and water and soap (household soap type).

ADVICE - RECOMMENDATION

- Preferably wash your boat on shore.
- Use as few cleaning agents as possible.
- Don't discharge cleaning agents into the water.
- Take the removable upholstery inside when the vessel is not being used.
- Place protective covers/awnings.
- Mark up each cover and foam when dismantling.

PRECAUTION

- For the PVC fabrics, don't use any solvent or solvent based product (pure alcohol, acetone, trichloroethylene).

100% POLYESTER/DRALON JACQUARD

If you cannot remove the fabric:

- Clean with the vacuum cleaner.
- Clean with a foam for synthetic fabrics (please refer to the product instructions).

If you can remove the fabric:

- Hand wash with an ordinary washing powder at 30° C.

In both cases, dry cleaning is possible. Remove the stains as soon as possible with a damp rag.

COTTON JACQUARD

- Dry clean.
- Do not iron.
- Do not use hypochlorite.
- Remove the stains with fractionated petrol.

WATER AND SEWAGE WATER

WATER TANK

WATER SYSTEM - DISTRIBUTION

WATER SYSTEM - DRAINAGE

SEWAGE

Water tanks

Location: Forward cabin
Capacity: 400 l

Location: Starboard saloon
Capacity: 324 l

Location: Starboard aft cabin
Capacity: 235 l

Gauge

Location: Electrical panel
Refer to the instructions for use

Tank 1 = Forward tank
Tank 2 = Tank - Saloon
Tank 3 = Aft tank

Supply valves

Location: Plumbing board

1. Forward tank
2. Tank - Saloon
3. Aft tank

Deck filler

WATER TANK

OPERATION

In order to prevent any handling mistakes, never fill the water and fuel tanks at the same time.

During filling, avoid handling contaminants near the fillers.

Open and close the filler caps with the suitable key.

Check the filler cap seals for condition during filling.

The tanks are fitted with overflow outlets and vents.

Never insert the water filling hose deep down into the system in order to prevent any over-pressure in the systems.

ADVICE - RECOMMENDATION

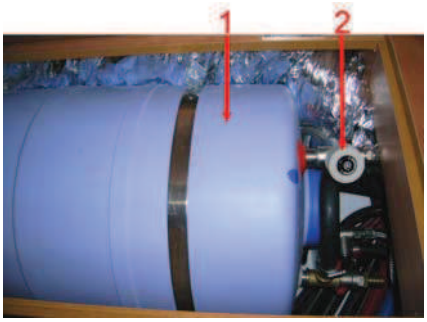
- Pay attention to the quality of the water for the filling up. Check if it is drinking water.
- It is possible to sterilize the tanks with a Clonazione tablet (sold at the Chemist's).
- If the boat is not used for long, purify the tanks and pipes with acetic acid (or white vinegar).
- For winter storage instructions and precautions, refer to Chapter 13.

WARNING

- The tanks' nominal capacity cannot be fully used due to the load and the need to maintain the correct trim. A 20% reserve should be kept

WATER SYSTEM - DISTRIBUTION

Water heater 220V-
Saloon seating Starboard



1. Water heater 40 litre
2. Thermostatic mixer valve

Plumbing board -
Saloon backrest Starboard

1. Filter
2. Water pump 12V
3. Expansion tank

PRECAUTION

- Never operate the water system equipment when the valve is closed or the tank is empty (the electrical equipment may be damaged).
- Check the water filter for condition (refer to manufacturer's instructions).
- Close the taps of empty tanks.
- Bleed the cockpit shower water system to avoid freezing.

USE OF THE WASHBASINS AND SHOWERS

- Close the valves and turn off the taps after use.

Cockpit shower spray

1. Shower
2. Mixer tap

ADVICE - RECOMMENDATION

- Regularly check the valves and thru-hull seacocks for proper operation and watertightness.
- Turn off the valves when the water system is not in use.
- Visually check the water pump flow.
- Check the clamps and flexible hose connections for tightness.
- Pay attention to the seals for condition.
- Regularly make sure that the strum box and bilge are perfectly clean.
- Immediately switch off the electric system in case a pump is running while all the water supplies are turned off.
- In case of a leak check the system.

OPERATION

Waste water from the sink, washbasins and heads is drained off by thru-hull fittings with ball valves (the valve is closed when the valve handle is perpendicular to the hose, the valve is open when the valve handle is in line with the hose).

All the floors have holes (limber holes) for the water flow.

A watertight bilge tray under the engine receives the possible oil leaks.

A main sump located above the ballast receives water from the bilges.

.The main sump is partially drained by an electric or a manual pump. Regularly dry the sump with a sponge.

Foot pump

Selection valve -
Sea water / House water
Under the sink

Control

Shore freshwater supply

Operation:
There is a non-return valve on the circuit directly supplying the water pump. There is no water valve selection of the wharf / House water.

WARNING

Turn off shore water before leaving the vessel.

Connection

GALLEY DRAINING

Sink draining - Draining rack
Location: Under the sink

WASHROOM DRAINING

Drainage - Washbasin + Washroom shower

Under the cupboard Head

Draining pump for shower

Control draining pump for shower

Drain plug shower draining

SEWAGE

USE OF THE MARINE HEADS

Before you use the heads, check that the water intake valve and draining valve are open.

To empty the bowl:

- Set the control lever of the pump slantwise (FLUSH).
- Operate the pump.

To dry the bowl:

- Set the lever back vertical (DRY).
- Operate the pump.

To avoid blocking the toilets only use absorbent paper in reasonable quantities.

Schedule a regular rinsing through of the heads with fresh water.

Close the valves after each use (in particular when the boat is unattended).

ELECTRIC TOILET

The electric toilets operate with seawater only. A switch enables the water intake and drain cycle of the bowl to be activated. A switch enables the bowl to be rinsed.

WARNING

- The tanks' nominal capacity cannot be fully used due to the load and the need to maintain the correct trim. A 20% reserve should be kept

ADVICE - RECOMMENDATION

- When you are in a marina, use the club-house sanitary facilities (if there are).
- Since it is prohibited to discharge sewage water in certain marinas or countries it may be necessary to use the foul water holding tank ('WHT').

Pump - 12V electric toilet
Location:Under cabinet bathroom

Control

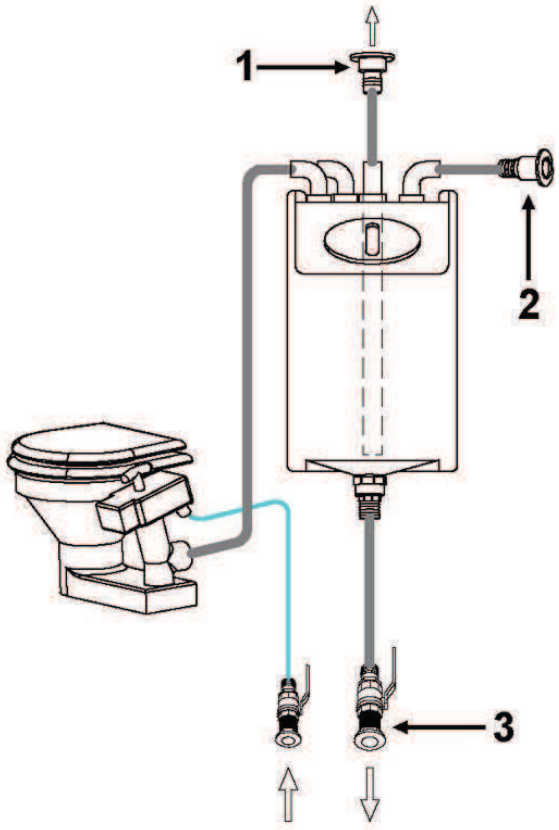
RESPECT OF THE ENVIRONMENT

- Remain informed of local regulations concerning the environment and follow the codes of best practice.
- Do not drain the contents of the sewage tank near the coast or in zones where it is forbidden.
- Make use of the port or marina pump facilities to drain the sewage tank before leaving port.
- Find out the international regulations against marine pollution (Marpol) and follow them as far as possible.

ADVICE - RECOMMENDATION

- Completely empty the black water system before leaving the vessel unattended in temperatures below freezing.

EXECREMENT TANKS
Schematic diagram



1. Deck filler - Suction and Rinsing
2. Tank vent hole
3. Thru-hull seacock

Waste holding tank (WHT): 73 litre.

Access: in each bathroom

USE OF MARINE HEADS EQUIPPED WITH A WASTE HOLDING TANK (WHT)

Open the water intake valve (valve handle parallel to the pipe).

In the case of a direct discharge into the sea: Open the draining valve.

In case you store the waste waters in the tank: Make sure the draining valve is closed (valve handle perpendicular to the pipe).

To drain the bowl, set the control lever of the pump slantwise (FLUSH) then operate the pump.

To dry the bowl, set the lever vertical (DRY) then operate the pump.

In order to avoid clogging the heads:

- Only use absorbent paper inreasonable quantities.
- Schedule a regular rinsing through of the system with fresh water.
- Always retain a little water in the bottom of the bowl to avoid smells

To empty the tank:

- In an authorized area, open the draining valve.
- In a marina equipped with a system to suck the waste waters, put the sucking hose into the tank through the deck filler. Start the pump of the sucking system. The filler caps are opened and closed with an appropriate key. When the tank is empty, check the cap seal for condition then close the filler.

WARNING

- Ask for information about the laws in force in your country or your marina about discharging your waste waters into the sea.

PRECAUTION

- Close the valves after each use and above all when the boat is unattended.

PRECAUTION

- Regular check the tank level. High pressure due to too high a level may cause leaks or more unpleasant troubles.

Seawater inlet - Under cabinet bathroom	Valve Thru-hull seacock - Under cabinet bathroom	Drainage Deck

ADVICE - RECOMMENDATION

- To prevent odors caused by organic waste in pipes one should clarify the circuit after each use. For this procedure, drive about ten times the manual pump of the toilet or for a minute if it is an electrical pump.
- When you leave the ship for several days, flush the toilets circuit assembly with fresh water. Purify with specific products (for example a health additive to clean, disinfect and neutralize odors).

9

ELECTRICAL EQUIPMENT

GENERAL INFORMATION

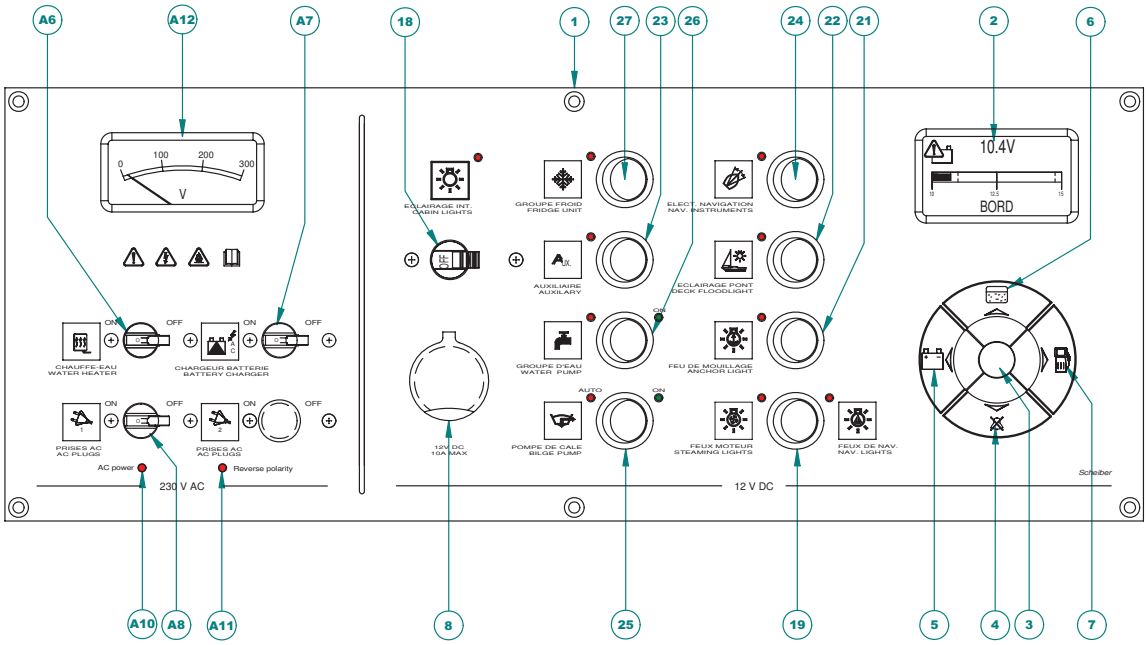
12 V DC SYSTEM

110-220 V AC SYSTEM

EQUIPMENT

ELECTRICAL LAYOUT - MAIN COMPONENTS

Electrical panel - Starboard saloon



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REF	Designation
1	Electrical panel "DC AMPS / 12 VOLTS DC"
2	Multi-function display
3	Change over switch - voltmeter inlet / Water gauge / Fuel oil gauge
4	Contrast selector
5	Voltmeter selector
6	Water meter selector
7	Fuel meter selector
8	12V DC socket electrical panel
18	"Interior lighting" general circuit-breaker
19	"Navigation light/ engine light" switch
21	"Anchor light" switch
22	"Deck lighting" switch
23	"Auxiliary" switch (optional)
24	"Navigation electronics" switch
25	Switch - bilge pump
26	Switch - water unit
27	"Refrigerated unit" switch
A6	bipolar circuit breaker "water heater"
A7	bipolar circuit breaker "battery charger"
A8	Bipolar circuit breaker "AC sockets"
A10	Live shore power line warning light - "Shore Power"
A11	Warning light - reversal of polarity
A12	Voltmeter

GENERAL INFORMATION

ELECTRICAL PANEL

The electrical switchboard does not require any routine maintenance. In case an electric appliance is not energized, check:

- The main power supply (batteries, battery switches).
- The switches and circuit breakers on the line.
- the relevant electrical unit.

ELECTRICAL CIRCUIT, 12 V

GENERAL RECOMMENDATIONS

- Never work on a live electric fitting.
- The batteries must be strongly fastened.
- Do not block the battery ventilation ducts, some of them may give off hydrogen which represents a danger of explosion.
- The batteries must be handled with care. In the case of contact with electrolyte thoroughly rinse off the affected part of the body and consult a doctor.
- To avoid short-circuiting between the battery poles do not store conducting objects near to the batteries (metal tools, etc...).
- Turn off the electrical circuit with the battery switches when installing batteries or during their connection/disconnection.
- Never modify the specifications of power overload protection devices.
- Never modify an installation. Use the services of a qualified marine electricity technician.
- Never install or replace the electric appliances (or any electric equipement) by components exceeding the capacity (amperage) of the circuit.
- Do not leave the vessel unattended when the electrical system is switched on .
- Certain lights represent a significant heat source, be careful of surrounding objects.

Note that the 12 V circuit wires are red for positive and black for negative.

DANGER

- There may be danger of fire or explosion if direct current systems are incorrectly used.

WARNING

- Handle the batteries with care (Please refer to the manufacturer's instructions.
- In case of electrolyte splashing, thoroughly rinse the part of the body that has been in conctact with it. Obtain medical advice.

ADVICE - RECOMMENDATION

- Keep the batteries clean and dry in order to avoid premature wear.
- Periodically check the electrolyte level. Add distilled water when needed.
- Tighten and maintain the terminal connectors by greasing them regularly.
- Disconnect the batteries during winter storage or long periods of inactivity.

BATTERIES

Battery charging is achieved through the alternator coupled to the engine or through use of the 220 V shore charger.

Keep the batteries charged enough (essential to ensure them a correct service life).

Make the most of time alongside to use the 220 V shore charger so as to start out sailing with fully charged batteries.

Always check the condition of the batteries and charge system before putting to sea.

Battery charger **12/220V - 60A -** Access: Companionway - Starboard	**Battery charger additional** **(OPTIONAL) 12/220V - 60A** Location: Port aft cabin

BATTERY CHARGER

Operation

The battery charger operates based on a signal processor that converts alternating current (220V or 110V) into a direct current (12V). The operation of the charger is fully automatic, after selecting the type of battery and load type (Refer to the instructions for use).

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BATTERY SET

Service batteries Access: Port aft cabin / Starboard	**ENGINE BATTERIES** Access: Starboard aft cabin

1. Engine battery 1 x 110A
2. Service battery 4 x 110A
3. Spare battery 1 x 110A

BATTERY SWITCH

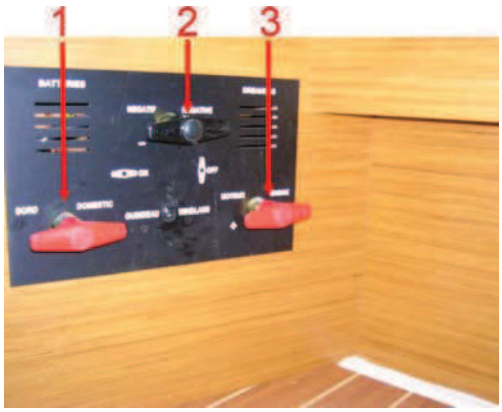
The electricity onboard is 12 V DC.

The electrical system consists of service batteries.

The batteries supply power to all the functions on board.

The engine has its own battery.

Switch on the electricity by turning the positive and negative battery switches (12 V).



BATTERY SWITCH - AFT CABIN

1. Service positive
2. Common negative
3. Positive engine

WARNING

- Never work on a live electric fitting.
- Do not touch battery terminals, risk of electric shock.

PRECAUTION

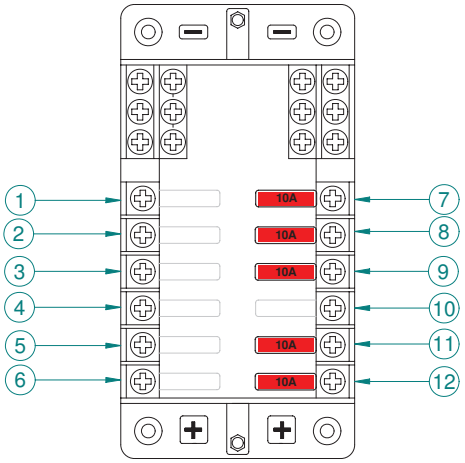
- Switch off the electrical system with the battery switches when the boat is unattended.
- Never leave the vessel unattended with the mains electricity switched on.
- Turn off the electrical system with the battery switches and circuit breakers before gaining access to the rear of the electrical panels.
- Check the level of maintainable lead batteries.

ADVICE - RECOMMENDATION

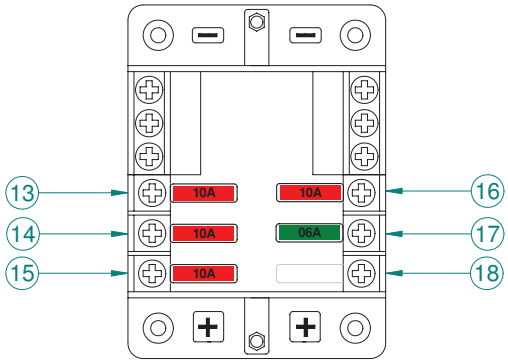
- It is recommended that you switch off all electrical devices before turning off the battery switches.

FUSES - LOCATION - POWER

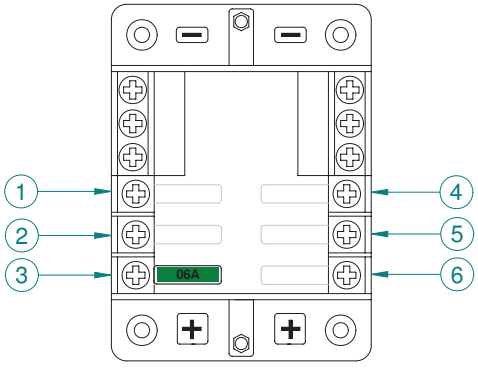
Fuse board - Back of electrical panel



1. Television - Saloon
2. Navigation instrument
3. Available
4. Solenoid (US version)
5. Shower pump
6. Television - Forward cabin
7. Navigation instrument
8. Shower pump
9. Shower pump
10. Hifi
11. Sockets 12V
12. Sockets 12V



13. Interior lighting
14. Interior lighting
15. Interior lighting
16. Interior lighting
17. Interior lighting
18. Interior lighting



1. Available
2. Pump for deck washing
3. Bilge pump
4. Pump - Electric toilet
5. Pump - Electric toilet
6. Pump - Electric toilet

Fuse board - Aft cabin

1. Voltmeter
2. Engine compartment ventilator
3. Auto pilot

Fuse 100A - Main service circuit protection 12V

TELEVISION 12V

Inverter

Location: Back of electrical panel

Bass speaker (Home cinema)

Location: Starboard saloon

TV aerial amplifier

Location :Sump

Television / Saloon

Television / Forward cabin

OPERATION

The televisions power, supplied by a transformer which is powered with batteries of service, operates at 12V.

Starting up: First turn on the circuit breaker, then switch on the TV. The transformer is switched on and off automatically when you turn on or off the breaker.

Electrical earthing

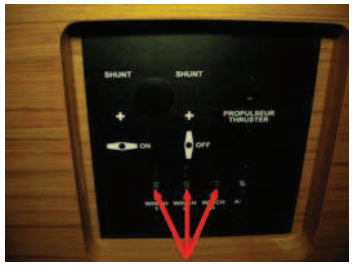
Access: Port aft cabin

ELECTRIC WINCH 12V
Relay box

Location: Port cockpit locker / Starboard

Circuit breakers 125A

Location : Port aft cabin



Genoa sheet winches / Electrical contactors

Coach roof winches / Electrical contactors

WARNING

Be sure to always recharge the 12 V battery set after a day's navigation under sail.

REFRIGERATION UNIT 12V

Location: Under cooker

Exchanger

Location : Under the sink

WARNING

- Defrost the fridge regularly / Cooler.
- During long absence leave the fridge and icebox doors open to avoid mould developing.